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AMOS BURG

GOLDEN INDIAN ORNAMENTS GLEAM IN THE NATIONAL MUSEUM AT BOGOTÁ

A Bogotana of today holds a helmet from her city's ancient past. The headpiece, bowls, and ornaments are the work of Chibcha Indians who were living in Colombia's high valleys when the Spaniards came. They are preserved in the national museum at Bogotá (Bulletin No. 1) which was named for Bacatá, Chibcha chief whose people occupied the site of the present city.

Bulletin No. 1, March 15, 1948

Bogotá to Be Pan American Conference Site

BOGOTÁ is grooming its streets, parks, and buildings for the Ninth International Conference of American States.

The lofty capital of the Republic of Colombia has been waiting five years to play host to this hemisphere gathering. Originally the conference was scheduled for 1943, but the war and subsequent postponements kept deferring the date until arrangements finally were worked out to open the sessions on March 30.

Air Age Dawned in 1921

Airplanes will carry North American delegates from Colombia's Caribbean port of Barranquilla to the inland capital. From the coast, the commercial transports flash across hot, humid jungle lowlands where mule carts and boats creep along. Near the end of the 440-mile three-hour journey, they vault the 10,000-foot ring of mountains that hems in the cool Bogotá plain. They land at 8,600 feet above sea level, on Techo—the roof—as Bogotá's busy airfield is known.

The air age dawned for Bogotá in 1921, when the first planes carried passengers on this route. Today, while Colombia rail and highway programs continue to lag, cities and towns of the republic are closely bound by 10,000 miles of air routes. Bogotá is a city reborn, its population doubled to 440,000 since 1928. Land approaches remain as laborious as those of Lhasa, capital of Tibet.

Toiling across the jungle, Spanish *conquistadors* climbed the high cordillera and established Bogotá in 1538 on the eastern edge of the 600-square-mile plain. Less than five degrees north of the Equator, the city nevertheless enjoys spring climate 12 months of the year. From 57 to 61 degrees Fahrenheit is the normal range of the thermometer.

Monserrate a Lookout Point

Around the Plaza de Bolívar, hub of the modern city, stand the cathedral with its art treasures, the stately capital, and the old monasteries which now house some of the government offices. A national museum exhibits relics of the region's early Indian civilization (illustration, cover). Largely from the university (illustration, next page), older than Harvard, stems Bogotá's reputation as an American Athens. Bogotano Spanish is the purest in South America.

For a view of the city from 900 feet above, visitors take the funicular railway, imported from Switzerland, up shrine-topped Monserrate. From there the spreading pattern of orderly squares is broken only by towering skyscrapers in the business heart and a wide main thoroughfare which seems to ramble where it pleases. Beyond the city, the green plain stretches to where mountain peaks meet constant clouds.

Long isolation helped to give Bogotá individuality. In older residential districts are many streets lined on both sides with continuous high

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S. M. STAPINSKI, WILKES-BARRE TIMES-LEADER

A FELINE BOMBER DIVES AT HIS TARGET—A RAT CAUGHT NAPPING AMONG THE GRAIN SACKS. AN ASSISTANT CAT STANDS BY TO WITNESS THE SCORE (Bulletin No. 4)

Bulletin No. 2, March 15, 1948

Alaska Highway Awaits Peacetime Traffic

IN THE third peacetime summer, just around the corner, civilian automobiles, vacation bound, may replace Army trucks that thundered along the Alaska Highway in the first years of its existence.

This will be the first summer in which tourists, traveling as they please, may go rolling up to Fairbanks, Alaska, along the road the U. S. Army Corps of Engineers, with civilian aid, built in the wartime summer of 1942. The red tape which has been wound around civilian traffic over this military short-cut to the far north has been scrapped.

Is Known by a Number of Names

The addition of road patrols, service stations, and campgrounds with sheltered cookstoves and picnic tables has enabled Canada to abandon the permit system that was in force for civilians over the route last year.

Canadians now call this pioneer artery the Northwest Highway. It is known also as the Alcan, the Alaska-Canada, the International Highway, and "the Road." It was built to supply airfields on the war-urgent flying route from the United States to Alaska. Some 10,000 U. S. Army Engineers and 6,000 United States and Canadian civilian workers laid it at the average rate of eight miles a day.

The southern end of the road is at the railhead village of Dawson Creek, 450 twisting miles northwest of Edmonton, Alberta. The gravel roadway crosses the Peace River farming plains, plunges through long stretches of rugged forest land, crosses or skirts four of Canada's chief mountain ranges, and bridges 200 streams in its 1,220 Canadian and 300 Alaskan miles to Fairbanks (map, next page).

Throughout the war, military transports kept the highway's dust and gravel flying with joint defense projects of the United States and Canada. In accordance with previous agreements, the Dominion government, in April, 1946, took control of the Canadian part of the route, including airfields, telephone lines, and other facilities built during the war.

Travel in 1947 Was Possible, but Complicated

Since taking over, Royal Canadian Engineers with civilian aid have kept their Northwest Highway open the year around. Snowplows push away winter snows as fast as they fall. Tourists were banned throughout 1946, however, because there were few service stations.

Even in 1947, there were 100-mile stretches without roadside service of any sort. But tourists applying well in advance and carrying extra gasoline, tools, parts, tires, and food could obtain permits to make the run. In July, 1947, about 600 cars crossed the Alaska border.

At many points along the route the scenery beggars description. Where the highway skirts the shores of Kluane Lake in the Canadian Yukon, close to the Alaska border, the view of the St. Elias Mountains is breath-taking. They rise between the highway and the ocean and their highest peak, Mt. Logan, towers 19,850 feet. It is second in height only to 20,300-foot Mt. McKinley, the highest mountain in North America.

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stucco walls. These are pierced by heavy doors marking the separate homes behind. There are a few first-floor windows and an occasional second-floor balcony.

Over ten cups or so of coffee, Bogotanos settle domestic and world affairs during the business day. The coming conference may provide them with new topics for discussion.

The last gathering of this Hemisphere Conference, the eighth session, was held at Lima, Peru, in 1938. At its first meeting, in 1890, the Commercial Bureau of the American Republics was set up. At the fourth meeting, in 1910, the Bureau became the Pan American Union.

NOTE: Bogotá, and the countries taking part in the conference to be held there, may be located on the National Geographic Society's map of North America and map of South America. Write the Society's headquarters, Washington 6, D. C., for map price list.

For additional information, see "Cruising Colombia's 'Ol' Man River'," in the *National Geographic Magazine*, May, 1947; and "Hail Colombia!" October, 1940.

See also, in the GEOGRAPHIC SCHOOL BULLETINS, February 8, 1943, "Variety Marks Two-Ocean Colombia."

AMOS BURG

COLOMBIA'S ANCIENT UNIVERSITY ACQUIRES ULTRAMODERN CAMPUS ON THE FRINGES OF BOGOTÁ

In startling contrast to structures that housed the institution when it was founded in 1572, buildings of supermodern design rise on the new campus of Colombia's National University in the outskirts of Bogotá. Automobiles parked under huge "pigeonholes" add a further 20th-Century touch.

Bulletin No. 3, March 15, 1948

Tinian, Once Battlefield, to Be Truck Farm

TINIAN ISLAND, which has been successively a Spanish settlement, a German protectorate, a Japanese colony and military base, a World War II battlefield, and a United States steppingstone to Tokyo, is scheduled for a new role. To supply fruits and vegetables for neighboring Pacific areas, a commercial farm will be developed on its green and fertile acres.

As part of the Marianas, a group in the far-flung Pacific islands once mandated to Japan, Tinian is now part of the United States Trust Territory assigned by the United Nations.

Island's Flat Surface Useful in Peace and War

This western Pacific island is an extremely fertile bit of land. About 13 miles long and six miles at its widest, it unrolls a panorama of gleaming white beaches and lush green vegetation that has given it the name "island paradise" since the early days of Spanish occupation.

Tinian is largely flat. This type of terrain has been useful in times of peace for sugar raising, and in wartime for military airfields.

After World War I, when the Japanese took over the scattered islands of Micronesia from Germany, Tinian became a center of sugar-cane production. From this and a few neighboring islands, Japan obtained large quantities of raw sugar and industrial alcohol. The sugar-cane output multiplied by more than a hundred times between 1922 and 1932. After the latter date, Japanese reports were not available.

The Japanese government sent colonists to Tinian. These settlers built homes that were miniature copies of those in their native land. In Tinian Town, near the mysterious stone columns (illustration, next page) left by some forgotten island tribe, neat little houses rose, with typical Japanese gardens, and water tanks to catch the abundant rain.

The Japanese built sugar mills, shops, and a motion-picture theater. On the highest hill in the northern part of the island, they erected a Shinto shrine. The military authorities later mounted a radar screen above it. Both shrine and radar equipment were destroyed in World War II by a direct hit from American bombers.

Tinian Had Its Wartime Broadway

In the summer of 1944, the war changed Tinian from a Japanese defense bastion to a United States base for long-range bombing operations. On this little island about 1,500 miles south of Tokyo, American Seabees constructed what was then rated the world's longest airfield runway. The Navy workers were so busy that there was a saying you had to be careful after dark lest you walk into a building which had risen since sunset.

Tinian bears a rough resemblance to Manhattan Island. This likeness led homesick GIs to give their roads and jungle paths such familiar New York names as Fifth Avenue, Broadway, and 72nd Street. A Red Cross recreation spot on the island was known as the Times Square Club.

Encouraged by the fertile soil of Tinian, many of the soldiers planted their own tropical flower gardens and vegetable patches. The present plan

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Grades on the road have been made as gradual as possible. The maximum altitude, near Summit Lake in the Rockies, is only 4,212 feet. In midsummer, the thermometer rises to nearly 100 degrees Fahrenheit.

The highway's scenery is all that the most exacting traveler could wish, but pleasure jaunters are warned not to expect ideal motoring conditions. Stretches of corduroy, gravel, and stifling dust can make driving far from pleasant. These rough sections can play havoc with tires and engines, and cut down the daily mileage average.

Road builders told fabulous tales of the outsize mosquitoes and the overpowering deer flies which attacked them day and night. Peacetime improvements have not included their extermination. These gigantic pests still add their irritations to summer liabilities along the Alaska Highway.

NOTE: The Alaska Highway may be traced on the Society's map of Canada, Alaska, & Greenland.

For further information, see "Alaska Highway an Engineering Epic," in the *National Geographic Magazine* for February, 1943; "Strategic Alaska Looks Ahead," September, 1942; "Family Afoot in Yukon Wilds," May, 1942; and "Our Air Frontier in Alaska," October, 1940.

See also, in the GEOGRAPHIC SCHOOL BULLETINS, November 12, 1945, "Poor Transport Shackles Giant Alaska's Development."

THIS SUMMER, A NORTHWEST PASSAGE FOR MOTORISTS WILL CARRY THE VENTURESOME TO THE YUKON AND ALASKA

The Alaska Highway, built during the war, will be open to the general public for the first time this coming travel season. Its 1,520-mile length is just a leg of the entire trip from Chicago, for instance, to Fairbanks. From the midwest city to Edmonton, Alberta's capital, is 1,750 miles. Between Edmonton and Dawson Creek, British Columbia, where the Alaska Highway begins, stretches another 450 miles—making a total one-way mileage of 3,720. Dawson Creek is north of the Alaska Panhandle's southernmost point.

Bulletin No. 4, March 15, 1948

U. S. Cat Force May Fight Europe's Rats

THE proposal to send an "American Expeditionary Force" of cats to Europe poses more problems than meet the eye.

The Old World certainly could use more cats. It has the "Help Wanted" sign out for a million of them to join in the combat against rats and mice which are devouring sorely needed food.

Purely for Sport

But the big catch is that a feline "A.E.F." would be just as hungry as Europe's human population. This would mean mathematical juggling with food supplies overseas—dividing them, or adding to them.

Contrary to widespread belief, cats don't kill rodents for their daily rations. And there is no way to sick cats after rats or mice when they are not in the mood. Cats go after them purely for the sport of it.

The approach has a lot in common with that of the big-game hunter. A cat proceeds in its own individualistic way and in its own good time (illustration, inside cover). It is quite untrue that a hungry cat is a good mouser. A first-class living mouse trap is a well-fed cat, but well fed on more appetizing fare than rats and mice. Liver, mackerel, and salmon, with now and then a spot of cream are popular on menus for the average cat.

Because of their independent nature, it would be impossible to keep an army of GI cats at "work" even on a 40-hour week. There are "work horses," "work mules," and even "working dogs," but a "work cat" is a contradiction in terms. They are creatures that refuse to be regimented.

Nevertheless, they have long figured on government payrolls. All U. S. post offices in large cities employ cats. They have worked for the British government in offices, dockyards, and barracks at a shilling a week. The salary is for their meals. The French government maintained a large staff of cats to protect paper stock in its printing office. Cats were employed by the city of Vienna. And eight of them have appeared on the list of employees of an English railway.

Self-Reliance a Legacy from Ancestors

Cats even have seen active military service. During World War I the British conscripted half a million. A small detachment was detailed to submarine testing service, and the remainder saw duty in front-line trenches. Their sensitive noses detected poison gas long before the human nose was aware of it. They also helped keep down the rats and mice in the soldiers' living quarters, and doubtless provided much-needed entertainment in leisure moments.

Cats are important members of the personnel in the majority of markets and grocery stores (illustration, next page).

Provided food problems can be overcome, a force of sturdy American cats could do much toward building up the depleted cat population of Europe. The majority of cats are self-sufficient and well able to cope with almost any situation. This they inherit from their ancestors, the wild cats of north Africa, Europe, and central Asia.

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to establish farms for growing tropical fruits and such vegetables as tomatoes, lettuce, onions, and eggplant, recalls occasions when Tinian offered a haven for scurvy-threatened sailors.

Tinian served as a convalescent home to one round-the-world skipper and his crew in the 18th century. The ship anchored off the island for nine weeks while the captain and crew, sick and weak from lack of fresh foods during a long voyage, recovered by eating the island-grown fare.

NOTE: Tinian may be located on the Society's map of Southeast Asia and Pacific Islands, on which it appears in a large-scale inset.

For further information, see "American Pathfinders in the Pacific," in the *National Geographic Magazine* for May, 1946*; "Victory's Portrait in the Marianas," November, 1945*; "South from Saipan," April, 1945*; "Springboards to Tokyo," October, 1944; and "Hidden Key to the Pacific," June, 1942.* *(Issues marked with an asterisk are included on a Special list available to teachers in packets of ten for $1.00.)*

See also, in the GEOGRAPHIC SCHOOL BULLETINS, December 8, 1947, "Pacific Trust Territory Has Simple Economy"; and "U. S. Asks Trusteeship Over Pacific Islands," March 17, 1947.

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WILLARD PRICE

PERHAPS FORGOTTEN MEN ONCE USED THESE TINIAN "FLOWERPOTS" AS TEMPLE PILLARS

Bulletin No. 5, March 15, 1948

New House of Commons to Have Modern Touch

SOMETHING new is in order for Britain's House of Commons, now a-building from the bomb-blasted ruins (illustration, next page) to which it was reduced by the German air force.

Air conditioning, loud-speakers, and a well-equipped gymnasium will introduce modern notes into an atmosphere steeped in hundreds of years of English history and tradition.

The task of restoring Commons is being done in a painstaking way. It is expected that the work will not be completed before April, 1950.

Palace of Westminster Is Official Name

Commons is only one section of the huge Gothic edifice by the banks of the Thames that personifies the British government and has become a symbol of parliamentary institutions the world over.

Officially named the Palace of Westminster, the structure is really a conglomeration of buildings. They spread over eight acres and contain more than 1,100 rooms, two miles of passages, and a hundred stairways. Facing the Thames and the long river terrace are the libraries of both Houses of Parliament.

In reconstructing the part of the palace that was hardest hit, the demolished Commons Chamber at the north end of the building, the architects in charge of the restoration have tried to preserve as much as possible from the past. The same care is being given to the other sections which were damaged by bombs.

The Commons Chamber will be little changed. Although the historic hall was too small to provide seats for more than about three-quarters of the members, it will not be enlarged lest the intimacy of discussion be lost. However, larger galleries are being built for press and public. Otherwise the traditional design will be retained.

Edward VI Gave Commons Its First Fixed Home

The Houses of Parliament actually occupy a royal palace. England's rulers lived in a palace on the site from before the Norman Conquest until Henry VIII transferred his London home to Whitehall Palace. Up to that time, parliament had had no fixed meeting place. It had convened wherever the king directed. In 1547, after the death of Henry VIII, his son, Edward VI, appointed St. Stephen's Chapel at Westminster Palace as the Commons meeting place. St. Stephen's Hall now stands on the site, replacing the chapel which was burned in 1834. "St. Stephens's" is sometimes used as a synonym for the House of Commons.

Although Henry VIII moved out some time before parliament moved in, the building still has royal privileges exempting it from civic rules.

Besides the debating chambers of both Commons and Lords, libraries, dining rooms, and offices, Westminster Palace includes the famous Big Ben clock tower, and three of England's most hallowed structures. These portions of the old palace—Westminster Hall, the Crypt Chapel, and the Cloisters—survived the disastrous fire of 1834.

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It is believed that the native wild cat was domesticated in the Western Hemisphere before the Spanish conquest. Several species in Central and South America, such as the Paraguay cat and the ocelot, are so small as probably to be disqualified for enlistment in a cat army. A full-grown Paraguay cat weighs only about three pounds, whereas an adult of the usual breeds of cats may weigh ten or twelve pounds without being considered unduly hefty.

In view of her independent character and dislike of restraint of any kind, the domestic cat makes a surprisingly good mother. She trains her kittens, intelligently and efficiently, to make their way in the world. Having completed their education, she early leaves them to their own devices but she is always ready to rally to their aid in cases of emergency.

Newspapers often print accounts of the rescue by cats of human beings from fire, gas, and flood. Less frequent are stories of cats rescuing their own children, though these occurrences are probably even more numerous. Outstanding is the feat of a cat which jumped from a second-story window into a tree to rescue her three-quarters-grown kitten, treed by a dog. She made short work of the invading dog. Such a character should be useful in present-day Europe.

NOTE: For additional information about domestic cats and their wild relatives, see "King of Cats and His Court," in the *National Geographic Magazine* for February, 1943; and "The Panther of the Hearth," November, 1938.*

B. ANTHONY STEWART

A LONDON CAT MAY SIT ON A COUNTER, AS WELL AS LOOK AT A KING

The charms of Peter, known as "the largest cat in London," brighten the drudgery of marketing for patrons of "his dairy." Neatly marked tiger stripes classify Peter as a "tabby." The name comes from Attabi, a street in Baghdad noted for moiré and "watered" silks. The English called the material "taffety" or "atabi," and applied the word also to striped or spotted cats. Tabby has come to mean felines, almost exclusively. Peter's fluffy fur coat indicates Persian descent.

Westminster Hall, built in 1097, adjoins the New Palace Yard—"new" in 1094. In 1399, under its oak-timbered roof which was part of Richard II's reconstruction program, was read the act of that king's deposition. The trial of Charles I was held there. So was the trial of Guy Fawkes who, in 1650, planted gunpowder in the cellar to blow up parliament. His unsuccessful attempt has long been commemorated by a traditional search of the cellars before each session of parliament.

In its everyday work, parliament continues to carry on ceremonies and customs of another day—sometimes witnessed by visiting ladies in now-permitted slacks.

Members of the House of Commons bow to the speaker's chair, even if it is unoccupied. Hats are kept handy for procedure emergencies when members, in order to be heard, must be "seated and covered."

"I spy strangers" is an ancient phrase still used to clear the galleries for secret sessions. "I call for candles" is a phrase used in spite of electric lighting. Since the time of Charles I, who rushed in to arrest members who displeased him, kings have been barred from the chamber.

NOTE: London, site of the Houses of Parliament, may be located on the Society's Modern Pilgrim's Map of the British Isles.

See also, "Yanks at Westminster" and "Democracy's Royal Palace" (19 color photographs), in the *National Geographic Magazine* for August, 1946*; "London Wins the Battle," August, 1945*; and "When GI Joe Took London," September, 1944.

B. ANTHONY STEWART

TO MAKE WAY FOR A NEW COMMONS, A WRECKING CREW COMPLETES A BOMBING CREW'S DEMOLITION